



APRIL 8-13, 2008
Lakeland, Florida

www.sun-n-fun.org

2008
SUN 'N FUN FLY IN

**NO RADIO (NORDO) AIRCRAFT
NOT AUTHORIZED**
(except Ultralights)

Cover artwork courtesy of Sun 'n Fun Fly-In, Inc

THIS NOTAM APPLIES TO FLIGHT TO OR FROM THE FOLLOWING AIRPORTS:

Tampa International Airport	TPA
Lakeland Linder Regional Airport	LAL
Plant City Airport	PCM
South Lakeland Airport	X49
Bartow Municipal Airport	BOW
Winter Haven's Gilbert Airport	GIF
Zephyrhills Municipal Airport	ZPH
Tampa/Peter O. Knight Airport	TPF
Tampa/Vandenberg Airport	VDF
Lake Wales Municipal Airport	X07
Orlando International Airport	MCO
Orlando Executive Airport	ORL
Inverness Airport	X40
Crystal River Airport	CGC
St. Petersburg /Clearwater Int. Airport	PIE
Clearwater Airpark	CLW
St. Petersburg/Albert Whitted Airport	SPG

**PILOT
NOTICE**

IT IS REQUESTED THAT ALL PILOTS CARRY A COPY OF THE 2008 SUN 'N FUN NOTAM ABOARD THEIR AIRCRAFT. THIS REQUEST IS TO INSURE CLEAR AND CONCISE COMMUNICATIONS WITH ATC.

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**SAFETY
ALERT**

Pilots are required to adhere to all published LAL arrival and departure procedures and to all ATC instructions. Failure to do so may jeopardize your safety and the safety of others. This notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMS. Please check current NOTAMS by calling 1-800-WX-BRIEF.

**PILOT
NOTICE**

It is requested that all pilots carry a copy of the 2008 Sun 'N Fun NOTAM aboard their aircraft. This request is to insure clear and concise communications with ATC.

2008 Sun 'N Fun Fly-In

In anticipation of the large number of aircraft operating to and from Lakeland Linder Regional Airport (LAL) during the Sun 'N Fun Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

LAKELAND LINDER REGIONAL AIRPORT AIRPORT MANAGER'S SPECIAL NOTICE

The control tower will be open and the Class D airspace will be in effect from 0600 to 2200 local.

Special procedures will be in effect **ONLY** from 0700 to 2000 local April 6 through April 14, 2008.

DO NOT operate in the Class D airspace SOUTH of the airport. This area is reserved for use by aircraft using other authorizations and procedures.

Student training flights are highly discouraged during this event. This includes student solo cross country flights, touch-and-go landings, low approaches, and practice instrument approaches.

Tie downs required.

SOUTH SIDE OF AIRPORT CLOSED 1930 to 0700 local April 6 through April 13, 2008.

RUNWAY CLOSURE

Runway 5/23 will be closed from April 4 through April 15, 2008. Several taxiways are closed, as indicated by orange cones.

The ILS and NDB Runway 5 will be shut down and GPS Runway 5 approach will not be authorized April 4 through April 15, 2008.

VOR/ RNAV approaches to Runway 9 NOT AVAILABLE in VMC from April 4 through April 15, 2008.

AIRPORT CLOSURE

Lakeland Linder Regional Airport will be closed daily April 7 through April 13, 2008, during Aerobatic Demonstrations. Arrivals and departures are not permitted during these periods EXCEPT when prior permission has been granted by the Airport Manager, Sun 'N Fun, and ATC.

Due to the large number of departures after the airport reopens each day, arrival traffic is not **routinely** accepted until 1830 local.

AIRSHOW OPERATIONS

The Airshow Operations Area is from the surface to 15,000 feet MSL, within a five (5) nautical mile radius of Lakeland Linder Regional Airport.

TEMPORARY FLIGHT RESTRICTIONS *

Temporary flight restrictions (TFR) will be in effect during periods of high performance aerial demonstrations. TFR information is normally disseminated via FDC NOTAM 3 to 5 days prior to the event. Once published, text and graphic depictions of restrictions may be found online at:

www.tfr.faa.gov

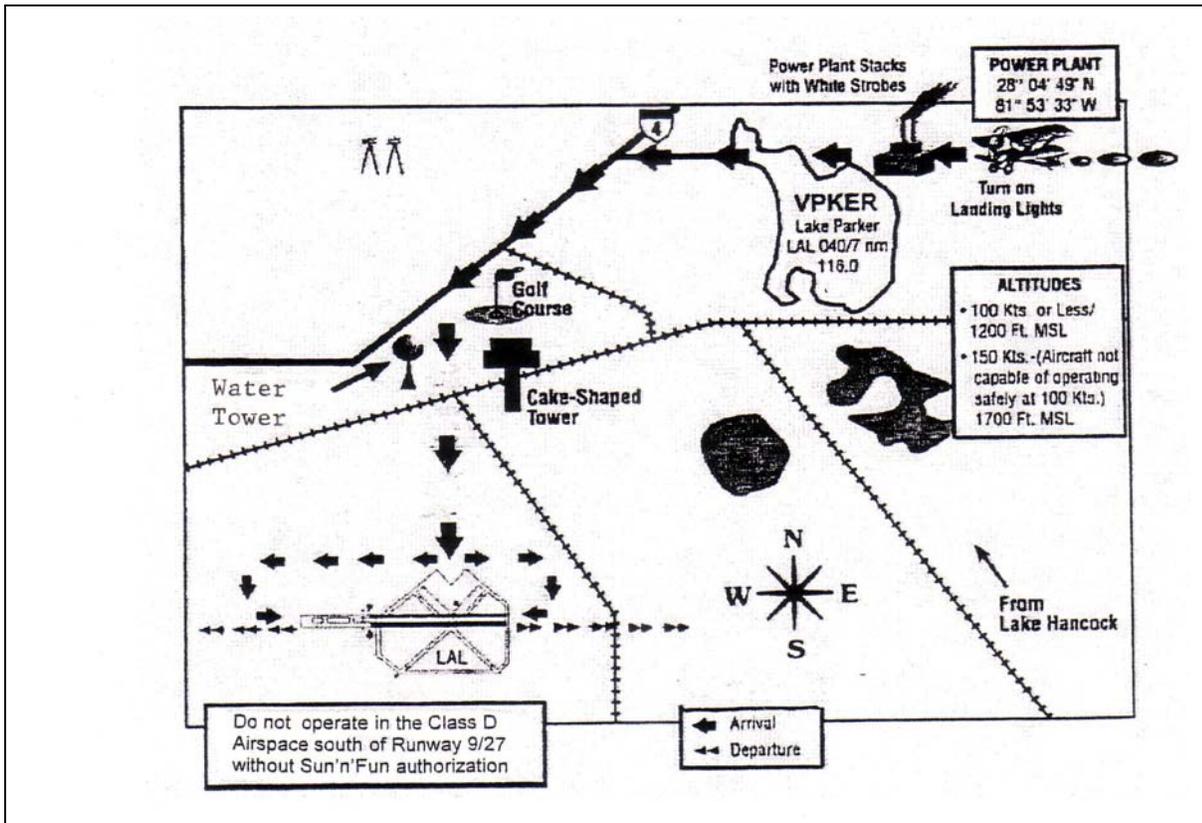
* **NOTE** – Airshow and flight restriction schedules are subject to change. Pilots should check NOTAMs frequently to ensure the most current information

LAKELAND AREA FREQUENCIES

Lakeland Arrival ATIS	128.525
Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5
Lakeland Ground Control	121.4
Sun 'N Fun Ground Advisory	126.075
Lakeland Helicopter	123.025
Lakeland VOR	116.0
Warbird Parking Advisory	125.025
Lakeland UHF	225.45
Lakeland Tower North	127.95
Lakeland Tower South	119.25
Lakeland FSS	122.05
Runway 9L/27R Departure Monitor	133.225
Runway 9R/27L Departure Monitor	135.35

VFR LAKE PARKER ARRIVAL PROCEDURES LAKELAND LINDER REGIONAL AIRPORT

**ALL AIRCRAFT ARE EXPECTED TO USE THE
SUN'N FUN - LAKE PARKER ARRIVAL PROCEDURES**



NOT FOR NAVIGATION

Tampa and Orlando Class B airspace is in effect. Remain clear of Class B airspace unless authorized by ATC. See Veil Rule exemption Tampa and Orlando.

**VFR
LAKE PARKER
ARRIVAL PROCEDURES (CON'T)**

Lake Parker

SPEED	ALTITUDE
100 Knots	1,200
150 Knots	1,700
all twins any speed	2,200

Lake Hancock

SPEED	ALTITUDE
100 Knots	2,000
150 Knots	2,500
all twins any speed	3,000

When you are twenty (20) miles from Lakeland, listen to the ATIS, **128.525 MHz**, for landing and special information.

Turn landing lights on within 30 miles of Lakeland.



VFR LAKE PARKER ARRIVAL PROCEDURES (CON'T)

As you approach Lake Parker (Lakeland VORTAC 040/7), VPKER proceed to a point approximately 3 miles east of the lake and find another aircraft to follow to the power plant. Turn your **TRANSPONDER "OFF"**

MONITOR Lake Parker Arrival on 124.5.

Fly westerly over the power plant smokestack with white strobe lights located at the north end of Lake Parker. Expect heavy air traffic in this area.

All aircraft should maintain 100 knots, at 1,200 feet MSL, approaching Lake Parker. Aircraft unable to safely slow to this speed should maintain 150 knots at 1,700 feet.

Controllers located on the ground at Lake Parker will contact you, using your aircraft "color" and "type" to provide sequencing and other arrival and traffic pattern information.

Controllers will contact you in the vicinity of the north power plant and may ask you to **"ROCK YOUR WINGS"** as an acknowledgement for instructions.



VFR LAKE PARKER ARRIVAL PROCEDURES (CON'T)



From the power plant, stay single file with safe spacing on the aircraft ahead. Depart the power plant flying westbound. Turn southwest bound to follow Interstate 4.

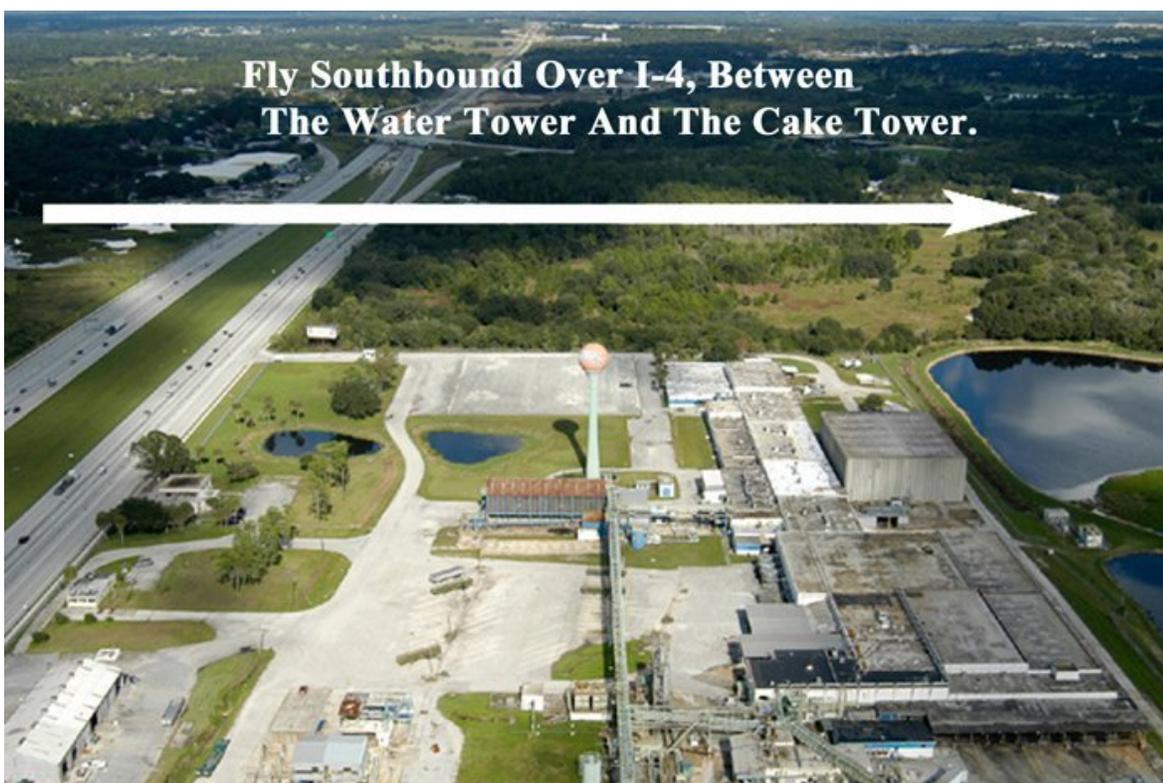
**VFR
LAKE PARKER
ARRIVAL PROCEDURES (CON'T)**

Follow Interstate 4 for approximately 3 miles. You will see a golf course to your left. You will be approximately 3.5 miles north of Lakeland Linder Regional Airport. Immediately after passing the golf course turn left due southbound and fly direct to the Lakeland Linder Regional Airport. Keep the water tower well off your right and the Cake water tower well off your left.



IMPORTANT: REMAIN INTRAIL TO THE AIRPORT. NO SIDE-BY-SIDE!

**VFR
LAKE PARKER
ARRIVAL PROCEDURES (CON'T)**



VFR HOLDING LAKE PARKER AND LAKE HANCOCK

When volume exceeds the airport's acceptance rate, VFR holding will be required at Lake Hancock or Lake Parker.

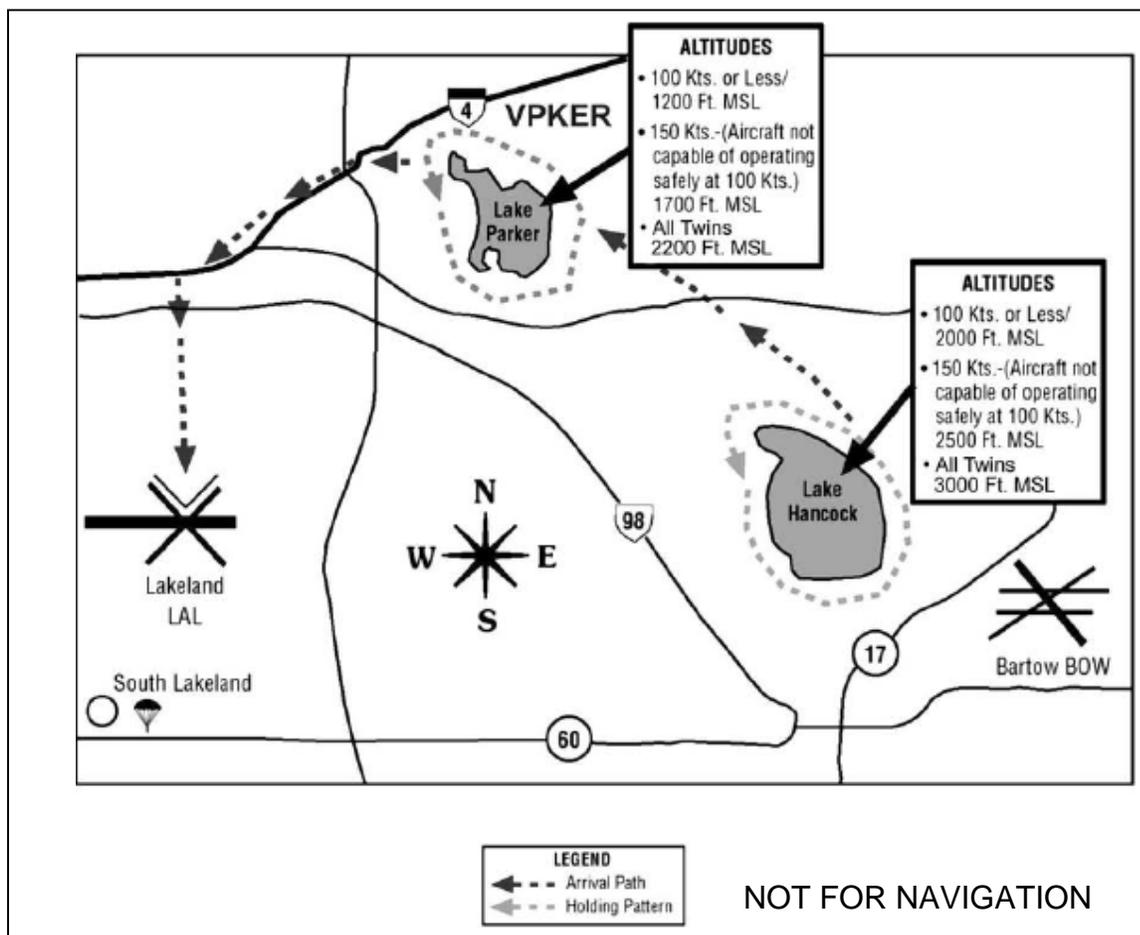
FOR LAKE PARKER:

A lead aircraft will be instructed to turn left and proceed southbound over the west shore of Lake Parker, continuing counter clockwise around the lake.

All other aircraft will be instructed to follow the leader in single file.

Controllers located on the west side of Lake Parker will monitor traffic in the Lake Parker holding pattern.

DO NOT PROCEED past Lake Parker without a clearance to do so.

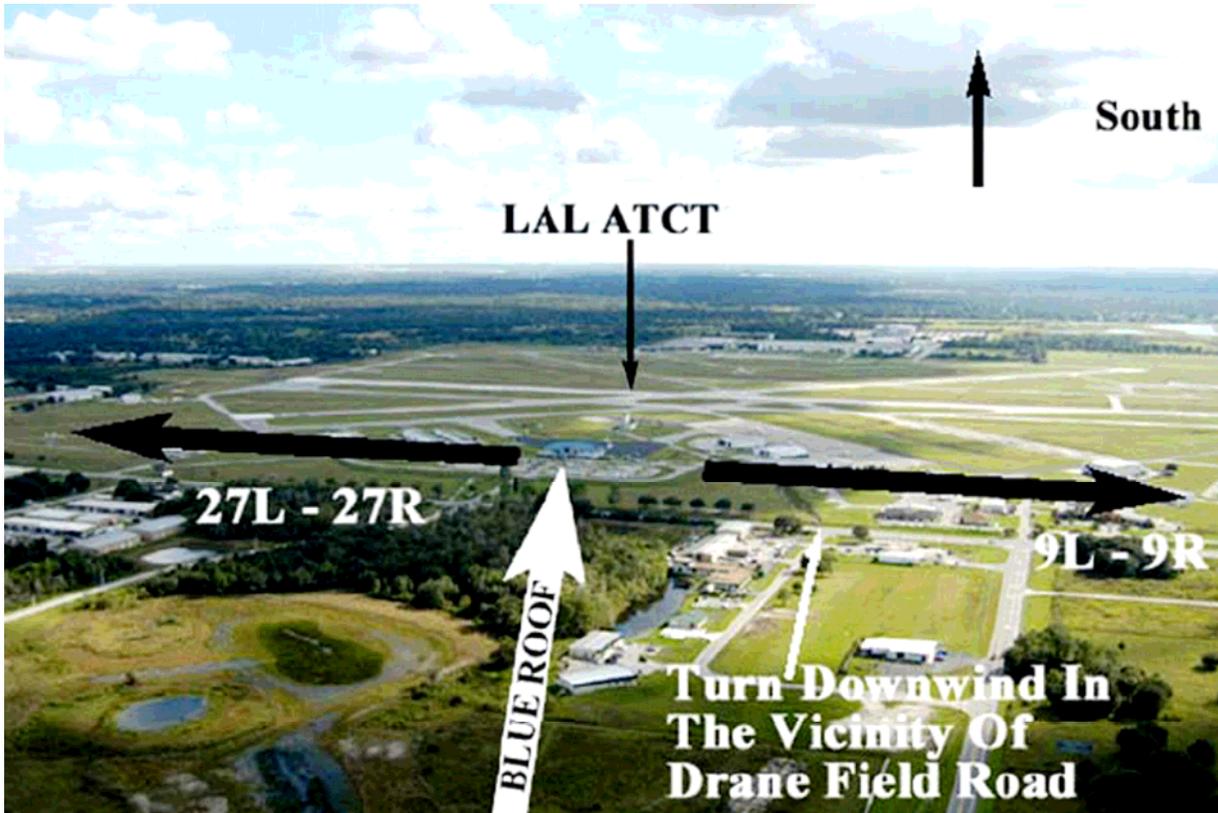


TRAFFIC PATTERN

Downwind

Fly directly toward the [blue-roofed building](#). Plan on turning prior to the blue-roofed terminal building over the perimeter road.

You will either be flying left traffic for Runway 9L or right traffic for Runway 27R.



TRAFFIC PATTERN (CON'T)

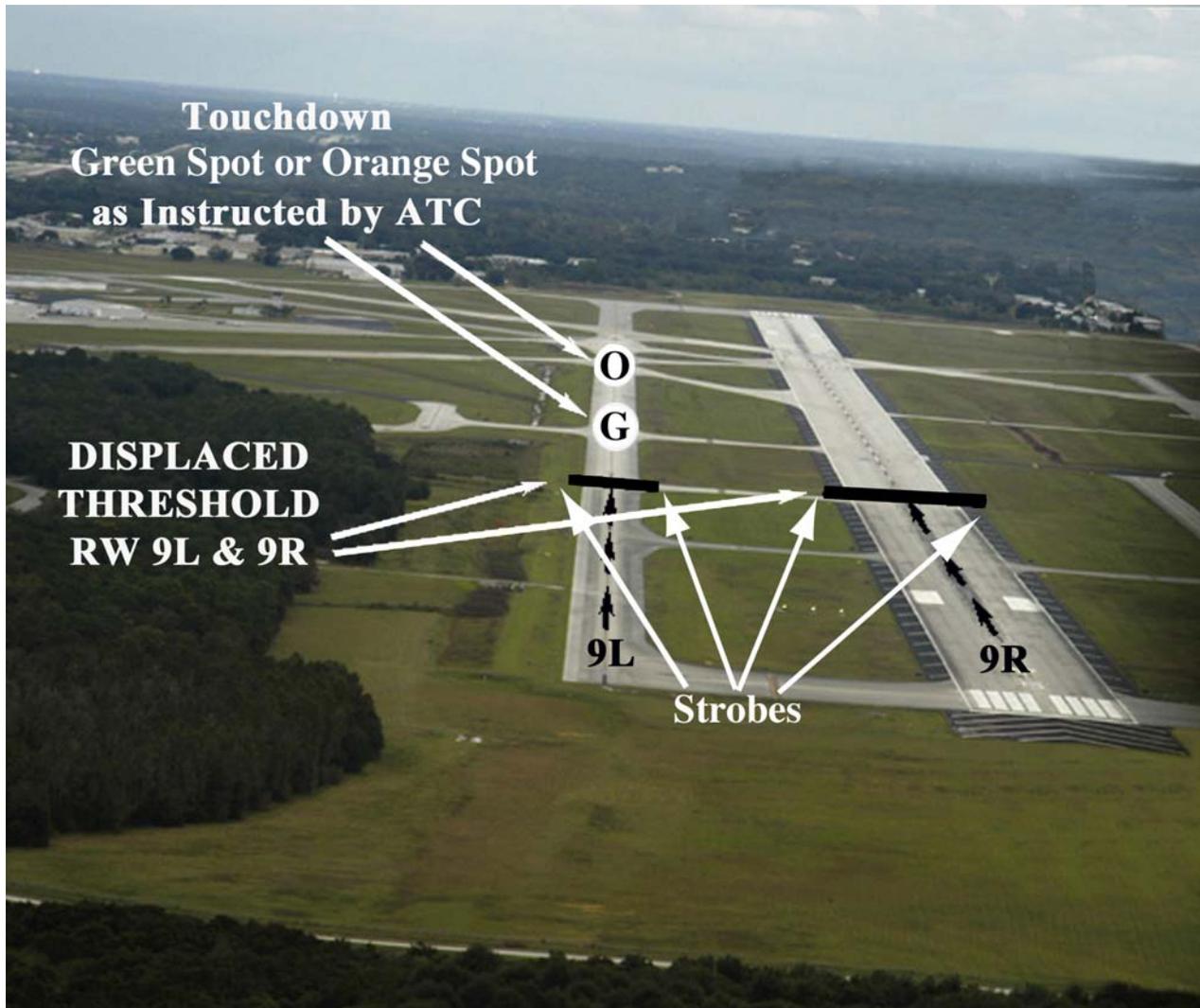
Base Leg Runways 9L or 9R



TRAFFIC PATTERN (CON'T)

Runways 9L or 9R

If landing runway 9L, you may be instructed by the tower controller to land on the green or orange spot.

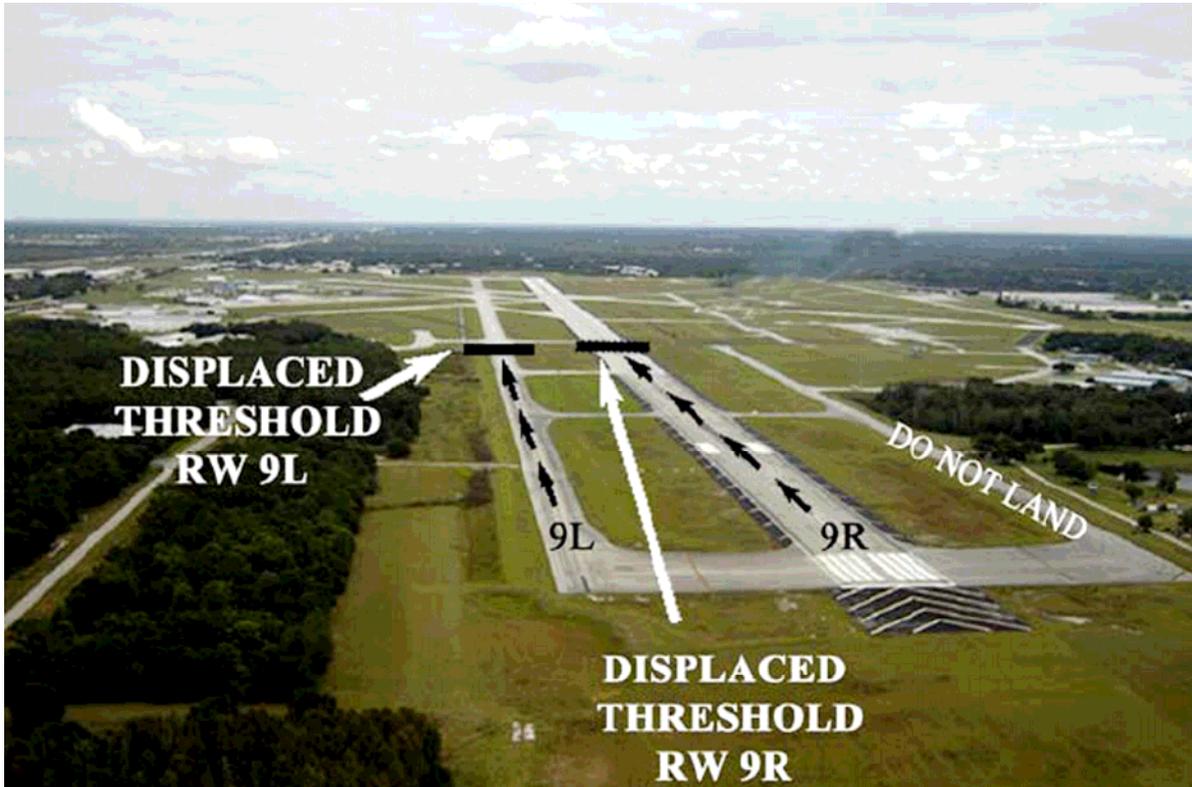


IMPORTANT: RUNWAY 9L/27R IS A NARROW STRIP 75 FEET WIDE, WHICH IS USUALLY A TAXIWAY.

DISPLACED THRESHOLD

Runways 9L / 9R

Pay close attention to the location of the DISPLACED thresholds on Runways 9L and 9R. They will be identified by flashing strobes located on each side of both runways.



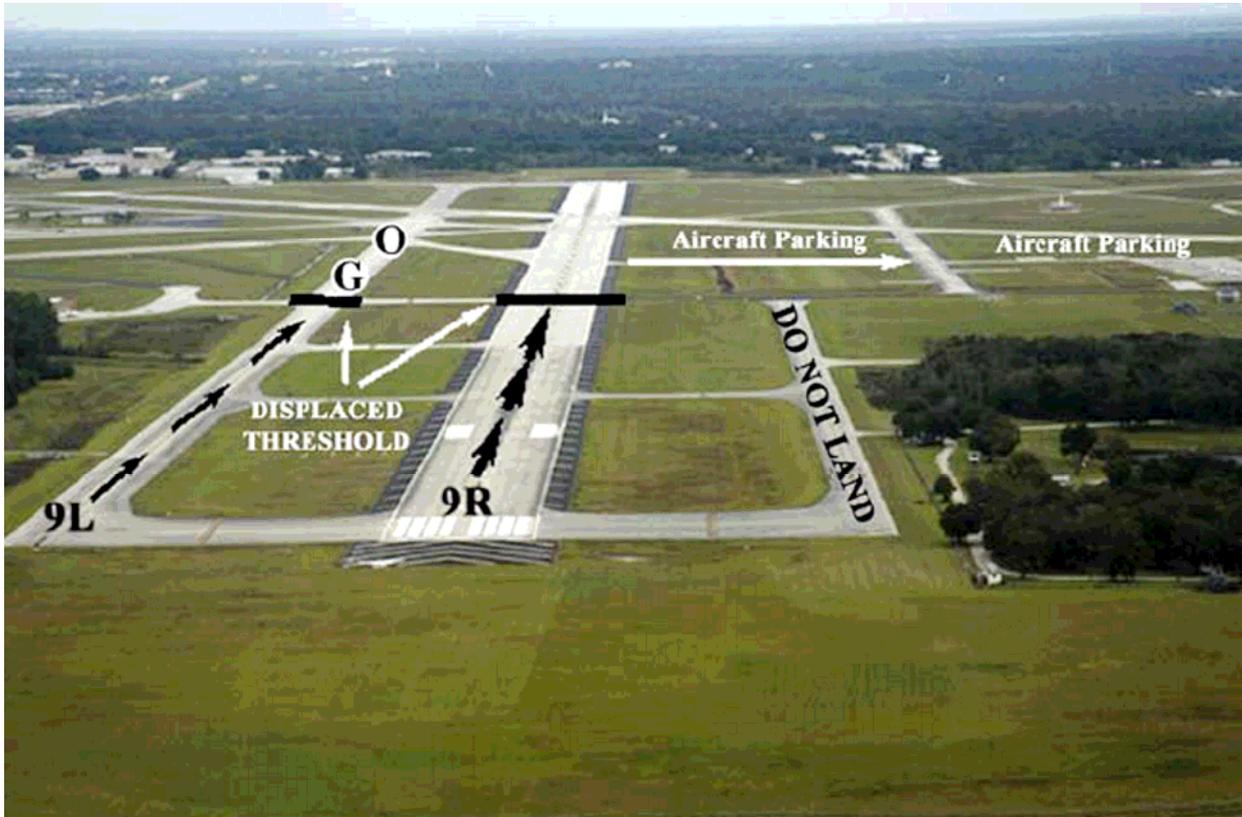
IMPORTANT: Runway 9R has a displaced threshold. If you require the full length, (8000ft), advise the tower. Numerous aircraft in the fly-by pattern, ultralights, and other operations up to 2,000 feet MSL south of Runway 9R/27L.

Aircraft landing on Runway 9L, turn off to the left.

LANDING

Runways 9L or 9R

DO NOT land on the main, wide, Runway 9R unless specifically instructed by the Control Tower.



Use caution for special event and fly-by aircraft using the main runway with opposite-direction base leg entries.

All landing traffic must remain alert for possible go around.

Plan landing so as to clear the runway as soon as possible on a hard surface.

LANDING

Runways 27L or 27R



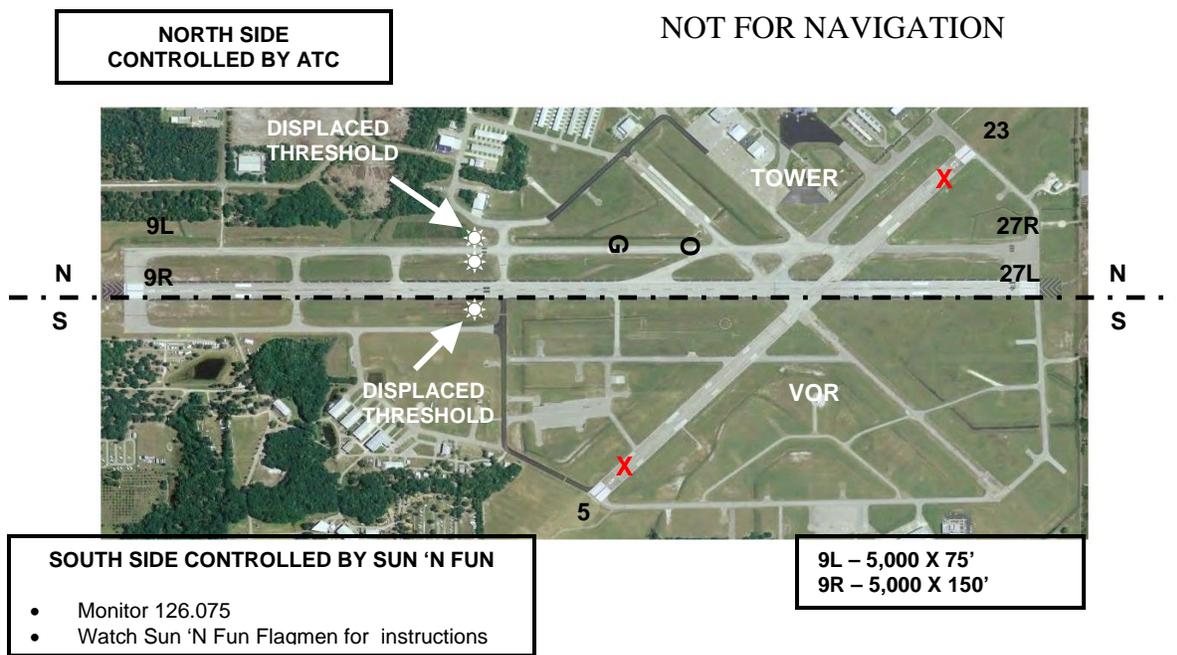
Aircraft landing runway 27R, roll to the end of the runway or follow air traffic controllers instructions.

AFTER TOUCHDOWN

Remain on hard surface at all times unless specifically directed by the tower or flagman to do otherwise.

Expeditious clearing of the runway is absolutely essential because of continuous arriving and departing aircraft behind you. **DO NOT STOP ON THE RUNWAY.**

Exercise extreme caution when taxiing due to the high volume of aircraft, vehicles, and personnel.



South Side

1. On the south side of 9R/27L Sun 'N Fun ground personnel will direct you to the parking area.
2. Runway 9R or 27L, contact Sun 'N Fun Ground Advisory on 126.075 for additional parking information.
3. Park only where directed by Sun 'N Fun personnel. Due to congestion, you may be asked to temporarily stop your aircraft.
4. **DO NOT** leave your aircraft until you have reached your final parking spot and have tied down your aircraft.
5. Select 121.5 prior to radio shutdown to detect inadvertent activation of ELT.

NOTE: South side of airport closed 1930 to 0700 local

ABBREVIATIONS FOR WINDSHIELD SIGNS

In order to assist the Sun 'N Fun parking crew in expeditiously directing you to parking, it will be very helpful for you to have a sign prepared before you arrive. The sign should be of a light color with large dark lettering that can be read from at least 50 feet. Please display this sign in the left side of your windshield.

Abbreviation	Meaning
GAC	General Aviation Camping Area
GAP	General Aviation Parking Area
HB	Homebuilt Parking Area
HBC	Homebuilt Camping Area
HC	Handicapped Parking
SP	Seaplane Parking Area
VAC	Vintage Aircraft Camping/Parking
ONC	Overnight Camping
VFR	VFR Departure
IFR	IFR Departure



Parking sign example.

VFR DEPARTURES LAKELAND LINDER REGIONAL AIRPORT



If Lakeland Linder Regional Airport is IFR, taxiing for departure is prohibited for all except those with IFR clearances.

Thoroughly review the information in the Special Flight Procedures Sun 'N Fun 2008 NOTAM prior to beginning your way home. Ensure that you have a copy of the NOTAM with you. Be alert for last minute changes.

Before taxiing, monitor Lakeland Departure ATIS on 118.025 MHz for taxi information and follow the flagman's directions and other traffic to the advertised active runway.

Prior to engine start, place a sign in your windshield with the letters "VFR". This sign will indicate to the flagmen that you intend to depart VFR. When you are ready to begin your taxi, **DO NOT CONTACT GROUND CONTROL.** Instead, begin to taxi following the directions of the flagmen.

Hold short of the runway and monitor the applicable tower frequency. Look for signs along the taxi route indicating departure frequency. FAA air traffic controllers are stationed on elevated platforms near the runway departure points, and they will clear all aircraft for take off via the applicable frequency.

NOTE: South side of airport closed 1930 to 0700 local

VFR DEPARTURES (CON'T)

Aircraft departing Runway 9L or 27R monitor 133.225

Aircraft departing Runway 9R or 27L monitor 135.35



GATOR

G- Ground A- Air T- Traffic O- Operational R- Remote

Pay close attention to what is being stated by the air traffic controllers. This is a very busy time for both the pilots and the controllers. **VIGILANCE IS A MUST.**

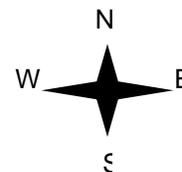
After receiving your takeoff clearance, proceed straight out for three (3) miles before proceeding on course. **AVOID LAKE PARKER.**

Be very alert for numerous aircraft departing (particularly after 1730 local), and for arrival traffic from the north. All departures **avoid** the **Lake Parker and Lake Hancock** arrival areas. **Sky Diving** activity at the **Lakeland South Airport (Mulberry)**, and at the **Zephyrhills Airport**.

A waiver has been issued reducing arrival and departure separation standards for category 1 and 2 aircraft (primarily single-and light, twin-engine aircraft).

NOTE: South side of airport closed 1930 to 0700 local

HELICOPTER ARRIVALS AND DEPARTURES



NOT FOR NAVIGATION



<u>LEGEND</u>	
H	Helicopter Operations and Parking (Left Traffic Only)
LSA/U	Light Sport Aircraft and Ultralights (Right Traffic Only)

Arriving and departing helicopters shall enter and exit the area from the southeast, at or below 500 feet AGL, remaining east of the large airport buildings.

Be alert for Ultralight activity in the area shown on the Helicopter and Ultralight graphic, and for special fixed-wing aircraft activity in closed traffic south of the airport at and above 700 feet AGL.

Monitor Lakeland Tower on 119.25 until crossing the east/west road on the south airport boundary, then contact Sun 'N Fun Helo Advisory on 123.025 for parking instructions.

These procedures have been developed to minimize air taxiing over parked aircraft and in close proximity to people. They will also minimize the mixing of fixed-wing and rotorcraft operations.

NOTE: South side of airport closed 1930 to 0700 local

ULTRALIGHT AND LIGHT SPORT AIRCRAFT (LSA) ARRIVALS AND DEPARTURES

All arriving and departing ultralight vehicles shall enter and exit from the south-southwest of the Lakeland Linder Regional Airport and shall remain below 500 feet AGL, remaining west of the large airport buildings. (see map on page 25)

Be alert for helicopters arriving and departing at the same altitudes just to the east of the area reserved for ultralight operations.

Radio equipped arriving aircraft monitor 119.25 until north of the east/west road on the south airport boundary.

NOTE: South side of airport closed 1930 to 0700 local

WARBIRD SOUTH ARRIVALS

Warbird aircraft using this procedure shall report to Lakeland Tower on frequency 119.25 MHz when ten (10) miles due south of the Lakeland Linder Regional Airport. This report should state Warbird south arrival, color, type aircraft, and position.

Example: *“Lakeland Tower, Warbird south arrival, silver Mustang, ten South”*

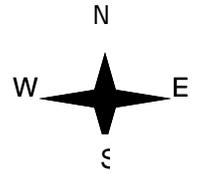
Aircraft are expected to approach the airport from the south for a mid-field, downwind leg entry to either Runway 9R or 27L, as instructed. Remain at or above 2,500 feet MSL until turning a wide base leg to at least a three (3) mile final.

Expect a high volume of traffic entering the final approach for either 9L or 27R from opposite-direction base legs. Be alert for traffic entering final approach for landing out of the fly-by pattern or for grass-field operations to the south of Runway 9R/27L. After exiting and south of Runway 9R or 27L, you may contact Sun 'N Fun Ground Advisory on 126.075 for additional parking information. Sun 'N Fun Warbird parking advisory is responsible for the Warbird Parking Area.

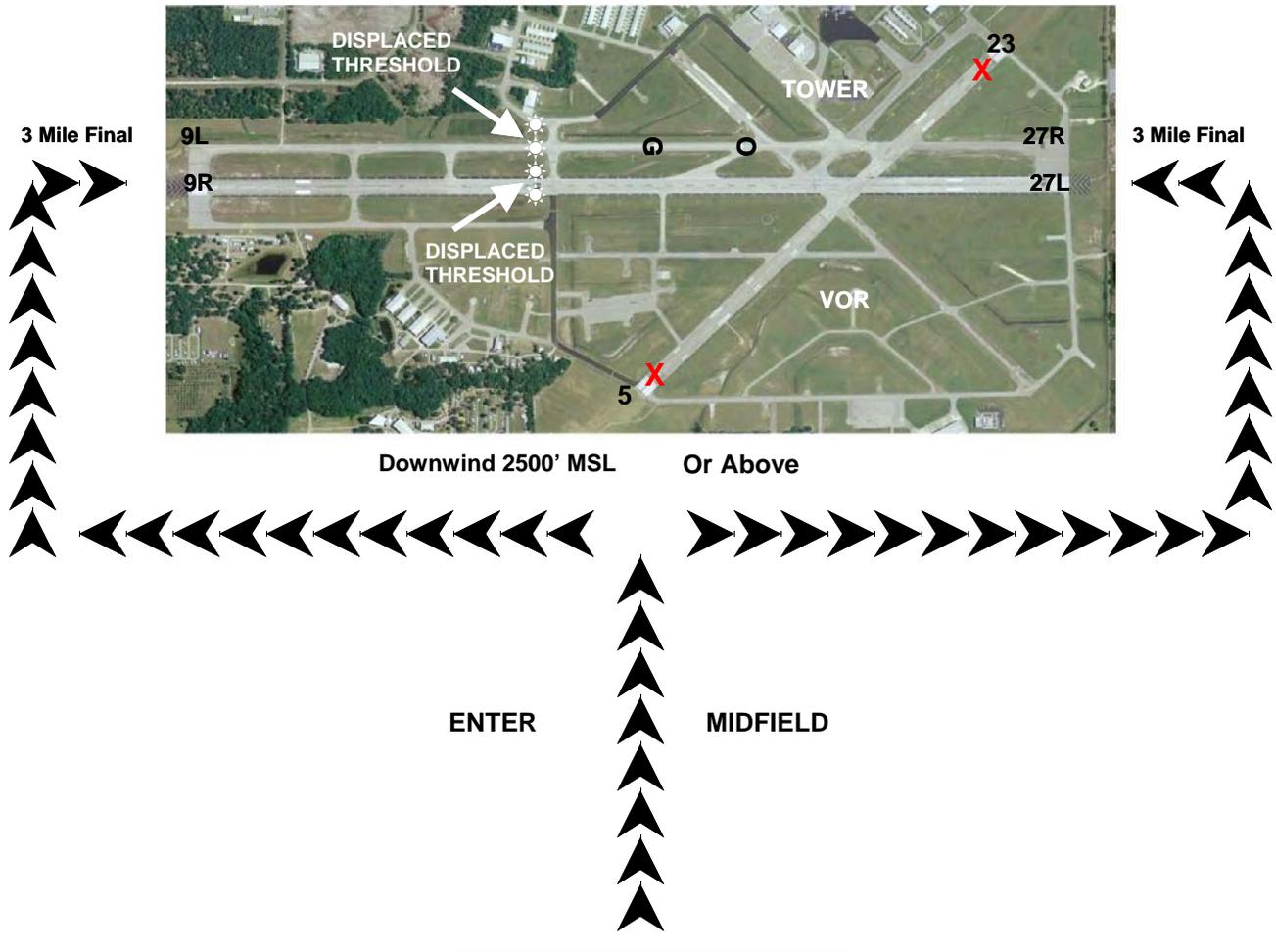
IMPORTANT: Runway 9R has a displaced threshold. If you require the full length, (8000 ft), advise the tower. Numerous aircraft in the fly-by pattern, ultralights, and other operations up to 2,000 feet MSL south of Runway 9R/27L.

NOTE: South side of airport closed 1930 to 0700 local

WARBIRD SOUTH ARRIVALS (CON'T) (119.25)



NOT FOR NAVIGATION



LEGEND	
G O	Designated Touchdown points
▶	Traffic Pattern
☀	Strobes

IFR PROCEDURES

In anticipation of a large number of aircraft traveling to and from the Lakeland area for the Sun 'N Fun Fly-In, special air traffic procedures will be used to enhance safety and minimize air traffic delays.

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM

The Federal Aviation Administration Air Traffic Control System Command Center (ATCSCC), will utilize a Special Traffic Management Program (STMP) **effective daily:**

Monday, April 7 through Sunday, April 13, 2008
0700-1859 EDT (1100-2259 UTC) (LAL Only 1100-2359 UTC)

Slot reservations will be required for **all domestic, non-scheduled IFR arrivals** at the following airports:

Airport	Identifier
Lakeland Linder Regional Airport	LAL
Plant City Airport	PCM
Bartow Municipal Airport	BOW
Lake Wales Municipal Airport	X07
Winter Haven's Gilbert Airport	GIF
Tampa/Vandenberg Airport	VDF
Zephyrhills Municipal Airport	ZPH

Slot reservations will be available beginning Friday, April 4, 2008 at 0700 EDT (1100 UTC) and will **NOT** be assigned more than **72 hours in advance**.

HOW TO OBTAIN A SLOT RESERVATION

Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface.

e-STMP: Computer access is available to users with an Internet connection and web browser. The Internet address is www.fly.faa.gov/estmp/index.html. A user guide is available on the web site.

Touch-tone telephone: Dial (800) 875-9755 and follow the prompts.

HOW TO OBTAIN A SLOT RESERVATION (CON'T)

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 12 hours prior to your arrival reservation times you are required to confirm your reservation and will receive a confirmation number. **Confirmation of reservations is REQUIRED and MUST be completed between 24 and 12 hours prior to your arrival reservation time.** If your reservation is not confirmed at least 12 hours prior to your arrival reservation time it will be **CANCELED** and **AUTOMATICALLY** returned to the reservation system for reassignment. If the reservation is made within 24 hours of the arrival reservation received, it will be **AUTOMATICALLY** confirmed with a confirmation number.

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. If you experience difficulty completing a slot reservation, you may contact the Air Traffic Control System Command Center (ATCSCC), Airport Reservation Office (ARO) at (703) 904-4452. **The ARO telephone number is for reservations only, not for information concerning the STMP.**

Flight plans should be filed **after** receiving a slot reservation. The flight plan should be filed at least 4 hours, but not more than 22 hours, prior to the proposed time of departure.

The confirmation number **MUST** be included in the remarks section of the flight plan.

IFR TRAFFIC

Due to increased over flight traffic along the southeastern coast and ARTCC radar limitations, effective April 7 – April 14, 2008, southbound traffic filed over CHS via V1 should request 8,000' or above. Traffic filed V1 at 6,000' and below will be rerouted via V437. Air files and changes of destination from airborne flights to LAL, PCM, BOW, X07, VDF, ZPH, and GIF will not be accepted except in emergency situations.

IFR ARRIVALS

Be prepared to cancel IFR and to enter a VFR traffic pattern for landing sequence. When the ceiling and visibility at Lakeland is reported at or above 3,000 feet and five (5) miles, expect a vector to the vicinity of Lake Parker for a visual approach, following published Sun 'N Fun - Lake Parker Arrival Procedures.

Jet aircraft not recommended over Lake Parker, expect vector to final from ATC to runway 9R/27L. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Lakeland.

Pilots retaining IFR clearance until landing must contact Tampa Approach on 120.65 after exiting the runway to cancel their IFR clearance.

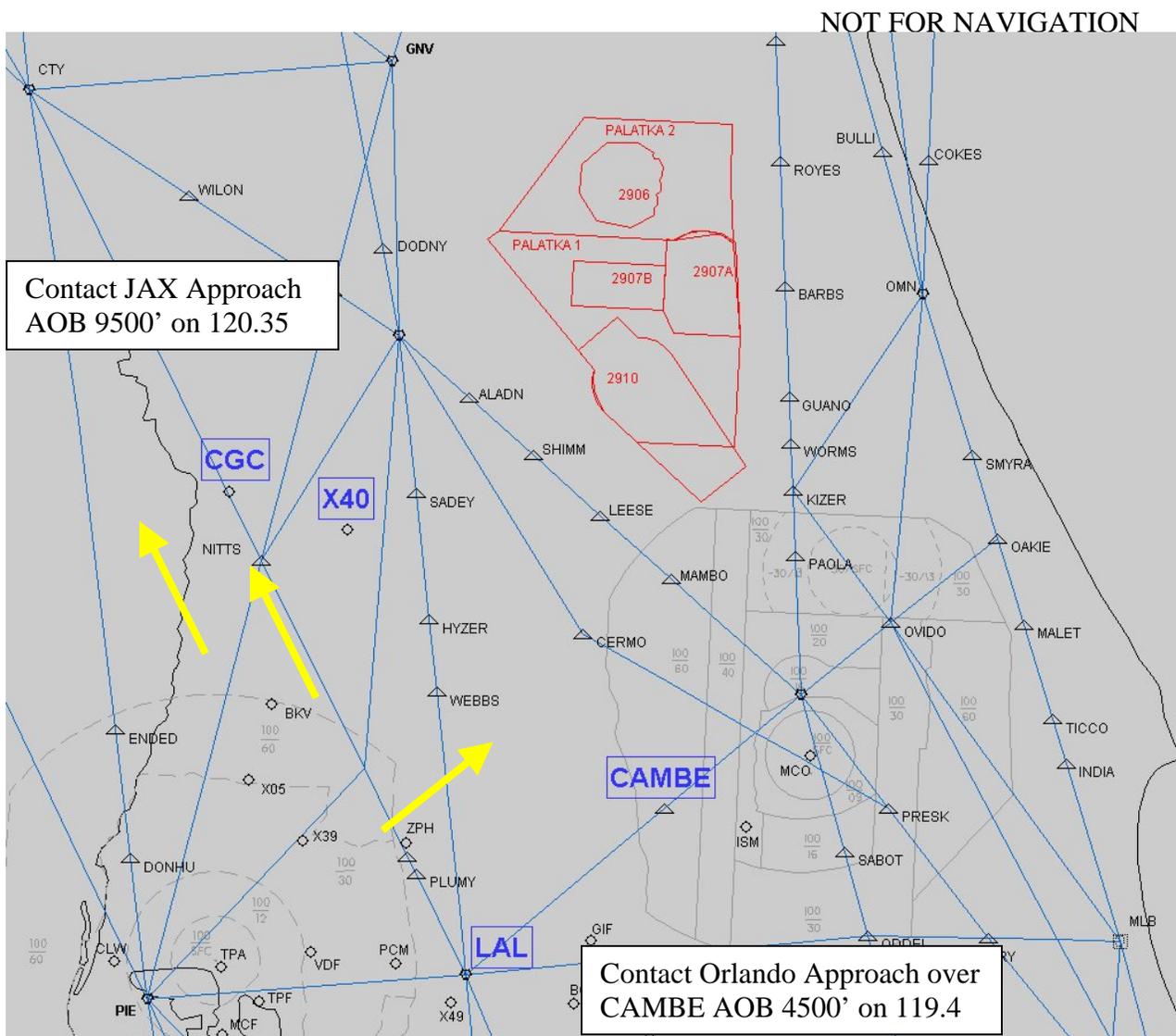
IFR DEPARTURES

Lakeland IFR departures will be instructed on the departure ATIS to contact Lakeland Ground on 121.4.

File your flight plan at least four (4) hours prior to proposed departure time. IFR flight plans not activated will expire ninety (90) minutes after proposed departure time.

Contact Lakeland Ground Control on 121.4 for clearance. Do not taxi until enroute clearance is received. If you have not received initial departure instructions prior to reaching the runway, attempt to taxi your aircraft to a position that will allow other VFR aircraft to pass for departure. **Do not accept the air traffic controllers' instructions to enter the runway or take off unless you have received departure release from Ground Control. Place sign in windshield indicating IFR.**

VFR DEPARTURE TO IFR AIRFILE



Remain Clear of Class B Airspace

Due to anticipated frequency congestion, aircraft not complying with the following procedures should not expect to receive either an airborne IFR pick up clearance or VFR flight following until north of the FL/GA border.

PILOT NOTICE

When weather at Lakeland or along your route of flight is marginal VFR it is **strongly suggested** that you file IFR off your departure airport, and receive your clearance and departure release on the ground. Tampa Approach, Orlando Approach, and Jacksonville Approach may not be able to issue IFR pick up clearances in marginal VFR conditions due to traffic volume and complexity.

IFR PICK UP

The following airports are satellite airports in the Lakeland area (Sun 'N Fun airports):

<u>AIRPORT</u>	<u>IDENTIFIER</u>
LAL	Lakeland Linder Regional Airport
PCM	Plant City Airport
GIF	Winter Haven's Gilbert Airport
VDF	Tampa/Vandenberg Airport
TPF	Tampa/Peter O. Knight Airport
BOW	Bartow Municipal Airport
ZPH	Zephyrhills Municipal Airport
X49	South Lakeland Airport
X07	Lake Wales Municipal Airport

Orlando Approach will accept IFR pick up flight plans originating only at the CAMBE intersection then on course. When approaching the CAMBE intersection, monitor first then contact Orlando Approach Control at or below 4,500 feet on 119.4 for IFR clearance pick up to the north or northeast. All VFR departures contact Orlando Approach on 119.4. Remain clear of Orlando's Class B airspace.

Jacksonville Approach is unable to retrieve flight plan information or IFR clearances for aircraft requesting an IFR pick up that filed off of the Sun 'N Fun airports. Therefore, aircraft destined to the north or northwest departing VFR from the LAL area must file a flight plan showing either CGC (Crystal River) or X40 (Inverness) as their departure point in order to receive an IFR pick up.

Approximately 10 miles south of CGC or X40, monitor first then contact JAX Approach Control at or below 9,500 feet on 120.35 for an IFR clearance pick up. When filing IFR off of either CGC/X40, please enter "**AIRFILE**" or "**IFR PICK UP**" in the remarks.

Tampa Approach may not be able to issue an IFR pick up due to heavy traffic volume if you depart VFR off one of the Sun 'N Fun airports.

VFR FLIGHT FOLLOWING

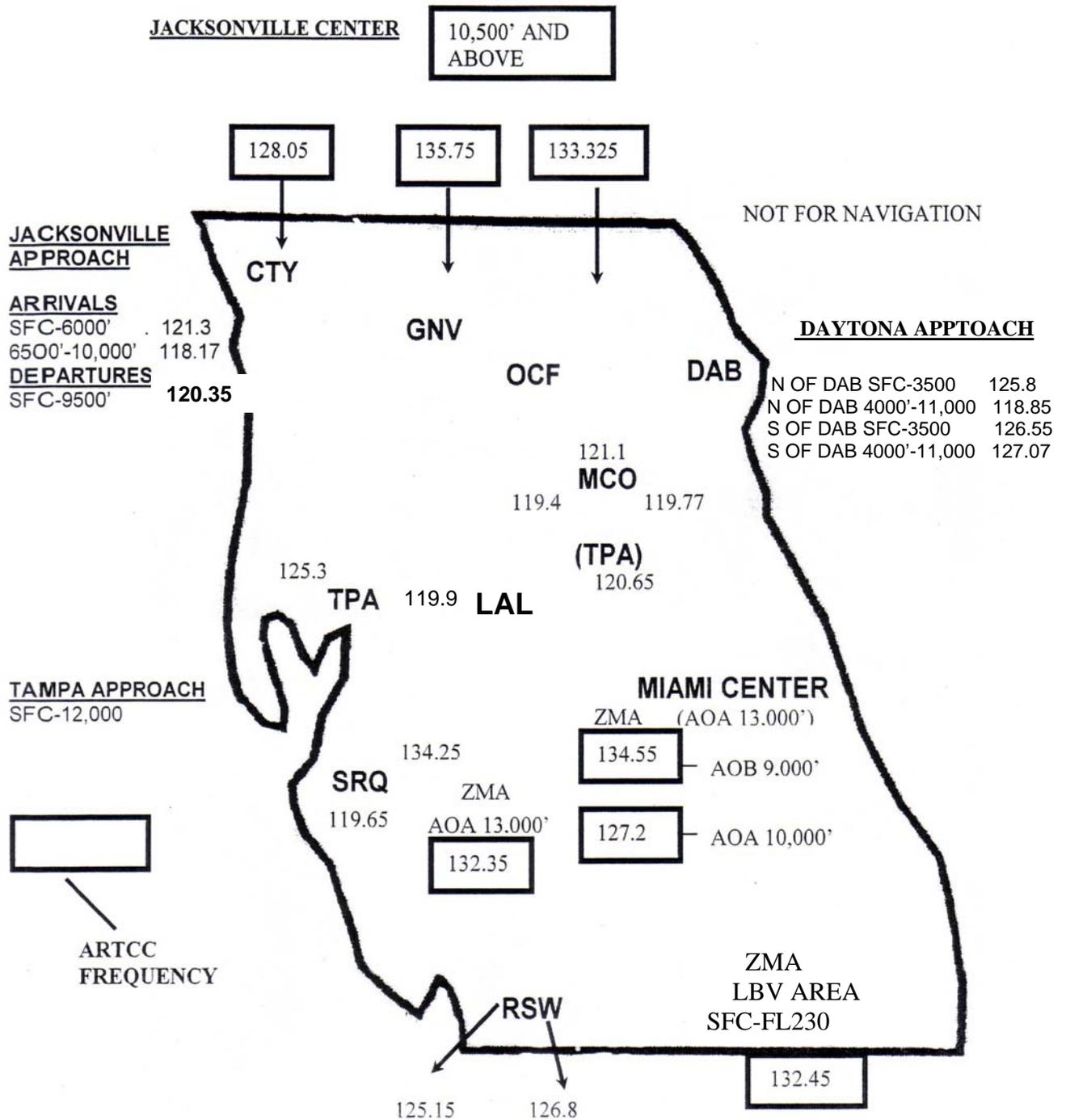
Aircraft capable of over water flight destined to the Florida panhandle or points westward should utilize V35 or V97 to the maximum extent possible.

MARGINAL VFR

Aircraft destined to the east coast or northeast are strongly urged to transition through Orlando Approach Control to the coastline and then proceed northwards. These aircraft may approach the CAMBE intersection at or below 4,500 feet and contact Orlando Approach on 119.4. Remain clear of Orlando's Class B airspace. Aircraft destined to the north or northwest may call JAX Approach Control at or below 9,500 feet on 120.35 approximately 10 miles south of the CGC (Crystal River) or X40 (Inverness) airports.

When weather at Lakeland or along your route of flight is marginal VFR, it is strongly suggested that you file IFR off your departure airport, and receive your clearance and departure release on the ground. Tampa Approach, Orlando Approach, and Jacksonville Approach may not be able to issue IFR pick up clearances in marginal VFR conditions due to traffic volume and complexity.

CENTRAL FLORIDA APPROACH CONTROL & ARTCC FREQUENCIES



PARACHUTE ACTIVITY

Parachute activity in the vicinity of Zephyrhills Airport (ZPH). Be alert for skydivers descending from 13,500 ft. over ZPH sunrise to sunset. ZPH is located 16.4 nautical miles NW of Lakeland on Lakeland's 332 radial.

Be alert for skydiving activity at South Lakeland Airport (X49) at and below 10,500'. South Lakeland airport is located 4 miles south southwest of the Lakeland Linder Airport.

DO'S AND DON'TS

DO NOT make unnecessary radio transmissions where procedures clearly state "monitor the frequency only".

DO rock your wings with "gusto" for airborne acknowledgements.

After landing, do not stop on runways; expeditious clearing of the runway is essential.

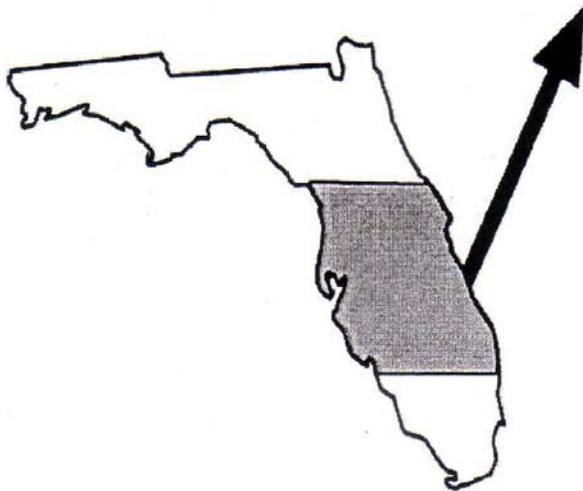
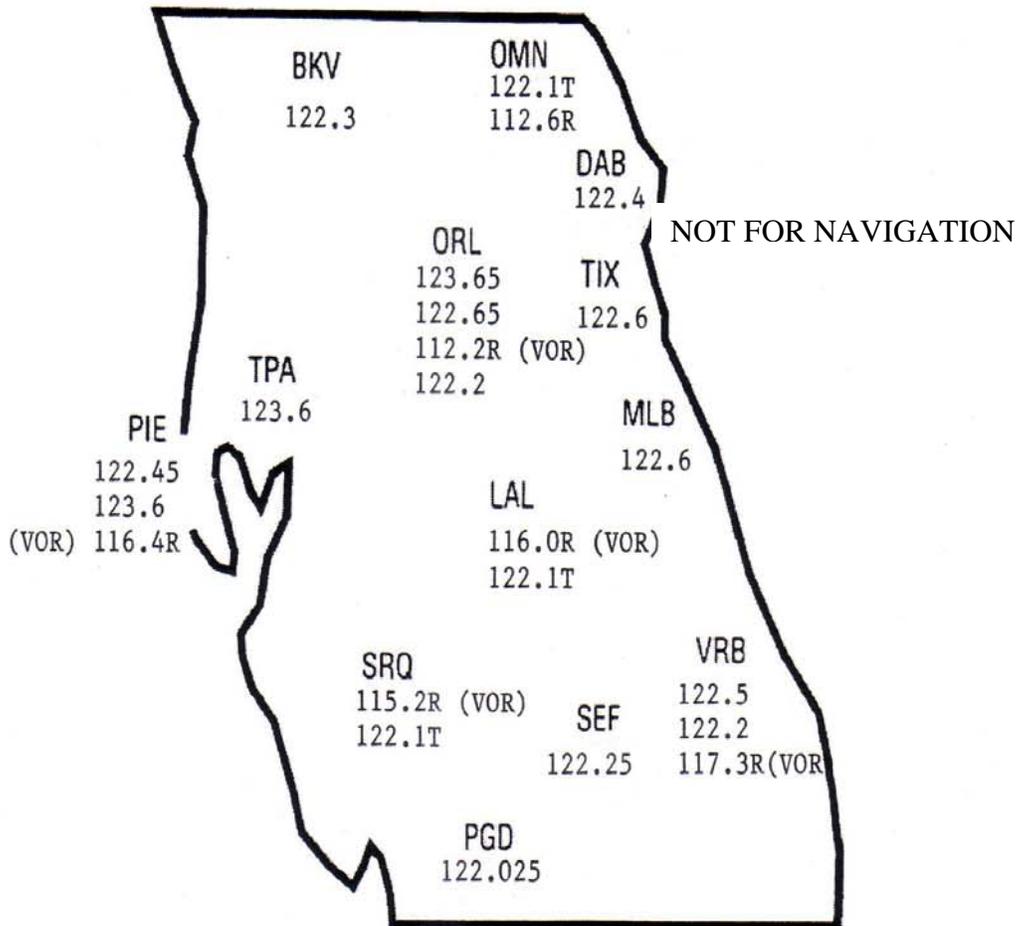
DO NOT stand on, near, or walk across runways.

DO obtain ATC clearance prior to entering Class B airspace for airborne activation of previously filed IFR flight plans.

FLIGHT SERVICE STATION FREQUENCIES

CENTRAL FLORIDA FSS FREQUENCIES

LAL TFSS 122.05



LAKELAND TEMPORARY FLIGHT SERVICE STATION (TFSS)

A temporary non-automated Flight Service Station will be located at the Lakeland Linder Airport in the FAA Safety Center building April 7 – April 14, 2008, 0600-1900 local, and April 15, 2008, 0600-1400 local. Face-to-face pilot briefings and flight planning services will be available during the Fly-in.

ST. PETERSBURG AUTOMATED FLIGHT SERVICE STATION (AFSS)

The St. Petersburg Automated Flight Service Station will provide complete flight services 24 hours a day. St. Petersburg AFSS can be contacted by dialing 1-800-992-7433 (1-800-WX-BRIEF) or by using the direct dial phone in the FAA Safety Center building

INBOUND VFR FLIGHT PLANS

Pilots are requested to add an additional 30 minutes to their ETE to allow for unexpected delays.

Pilots are requested to ensure the color of their aircraft is included in the remarks section of their VFR flight plans.

Pilots are requested to close their flight plans while airborne. Due to the large number of aircraft, pilots may encounter up to a 30-minute delay in parking their aircraft.

CONTACTING ST. PETERSBURG AFSS

Pilots are asked to use the frequencies illustrated on the preceding page.

On initial call-up, advise St. Petersburg AFSS of your full aircraft identification and which frequency you are using.

When transmitting on 122.1 and listening to the VOR, remember to check that volume is up.

Due to frequency congestion, air files and in-flight full route weather briefings are discouraged from 0600 to 1900 local.

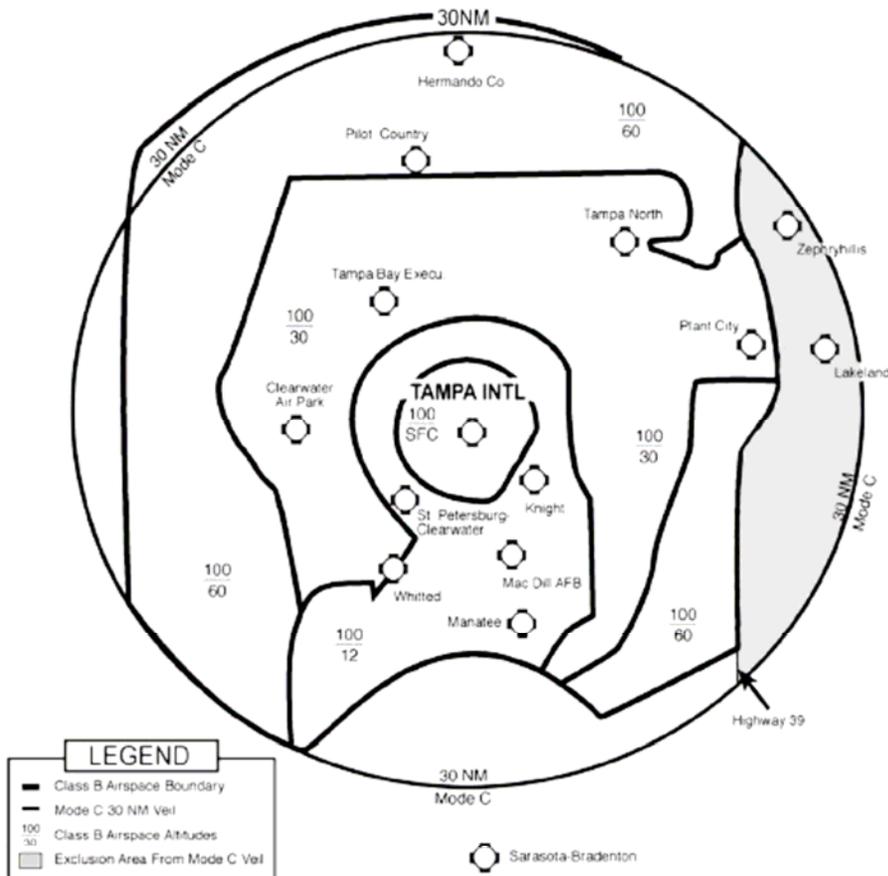
CONTACTING LAKELAND TFSS

During the Fly-In, 0600-1900 local, contact Lakeland TFSS on 122.05 to activate and close VFR flight plans.

REMEMBER TO CLOSE YOUR VFR FLIGHT PLAN

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT-TAMPA AREA MODE C TRANSPONDER REQUIREMENTS EXCLUSION

TAMPA CLASS B MODE C VEIL (DO NOT USE FOR NAVIGATION - NOT TO SCALE)



Operators of aircraft that are not equipped with Mode C transponders may operate within the Tampa Class B Mode C veil to attend the 2008 Sun 'N Fun Fly-In at Lakeland Linder Regional Airport along the following ATC-designated route:

That airspace at and below 2,500 feet MSL east of Highway 39.

Remain outside of the lateral boundary of the Tampa Class B airspace.

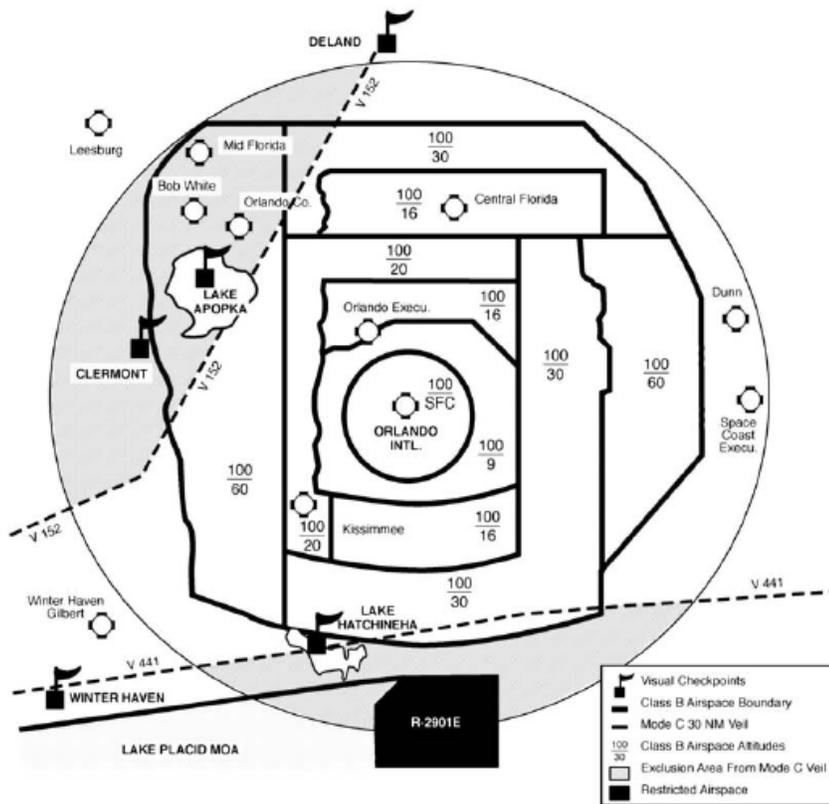
Aircraft must follow the Lakeland Linder Regional Airport arrival and departure procedures established for the 2008 Sun 'N Fun Fly-In.

This notice does not constitute authorization to enter the Tampa Class B airspace.

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT-ORLANDO AREA

MODE C TRANSPONDER REQUIREMENTS EXCLUSION ORLANDO CLASS B MODE C VEIL

(DO NOT USE FOR NAVIGATION - NOT TO SCALE)



Operators of aircraft that are not equipped with Mode C transponders may operate within the Orlando Class B Mode C veil to attend the Sun 'N Fun Fly-In at Lakeland Linder Regional Airport along the following ATC-designated routes:

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT-ORLANDO AREA (CON'T)

NORTHWEST ROUTE

That airspace at and below 2,500 feet MSL along a route that passes over the city of Deland, Lake Apopka, and the City of Clermont. Remain northwest of V152.

SOUTHERN ROUTE

That airspace at or below 2,500 feet MSL south of V441 along a route over the center of Lake Hatchineha and east of the City of Winter Haven. Remain outside of the lateral boundaries of the Orlando Class B airspace and outside R-2901E.

EXCEPTIONS

Per Title 14 of the U.S. Code of Regulations (CFR) Section 91.215 (Federal Aviation Regulations), aircraft without electrical systems, balloons, and gliders are excluded from the Mode C transponder requirement when operating within the Orlando and Tampa Mode C veils. ATC authorizations are not required.

OTHER REQUESTS FOR AUTHORIZATIONS

Requests to operate along other than the northwest and southern routes specified above must be submitted to the Orlando ATCT in accordance with 14 CFR Section 91.215. Such requests will not be considered approved unless you receive an express written authorization signed by the Orlando ATCT Manager or designee. Operations conducted in accordance with the procedures outlined in this notice must remain outside the Orlando Class B airspace unless otherwise authorized by Orlando ATCT.

PLANT CITY AIRPORT (PCM)

In response to increased air traffic at Plant City Municipal Airport (PCM) during the Lakeland Sun 'N Fun Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

The FAA will operate a temporary Air Traffic Control Tower at Plant City Municipal Airport (PCM) during the following time periods:

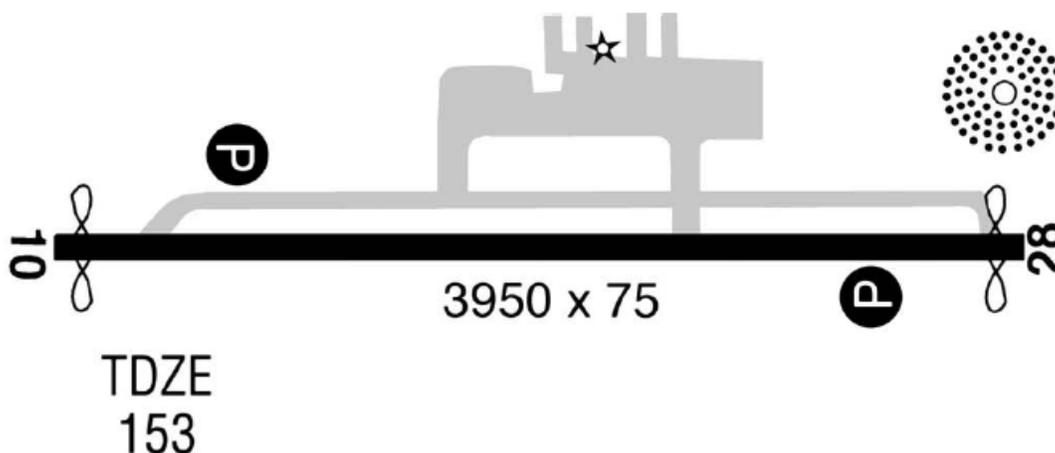
April 7	1200 to 1800 local
April 8-13	0800 to 1800 local
April 14	0800 to 1200 local

Plant City Temporary Tower airspace will be in effect from the surface to 1,600 feet MSL, within a three (3) nautical-mile radius of the Plant City Municipal Airport.

FREQUENCIES

Tower	127.6
UNICOM	123.0
CTAF (when Tower closed)	123.0

Traffic pattern will be left traffic for Runway 10 or Runway 28 unless otherwise advised by ATC. Plan to approach the airport from the north or south to avoid Tampa Class B airspace and Lakeland high-density traffic. Unless otherwise advised by ATC, departures turn north or south one (1) mile after takeoff to avoid Tampa Class B airspace and Lakeland high-density traffic.



IFR PICK UP

The following airports are satellite airports in the Lakeland area (Sun 'N Fun airports):

AIRPORT

LAL
PCM
GIF
VDF
TPF
BOW
ZPH
X49
X07

IDENTIFIER

Lakeland Linder Regional Airport
Plant City Airport
Winter Haven's Gilbert Airport
Tampa/Vandenberg Airport
Tampa/Peter O. Knight Airport
Bartow Municipal Airport
Zephyrhills Municipal Airport
South Lakeland Airport
Lake Wales Municipal Airport

Orlando Approach will accept IFR pick up flight plans originating only at the CAMBE intersection then on course. When approaching the CAMBE intersection, monitor first and then contact Orlando Approach Control at or below 4,500 feet on 119.4 for IFR clearance pick up to the north or northeast. All VFR departures contact Orlando Approach on 119.4. (See map on next page) Remain clear of Orlando's Class B airspace.

Jacksonville Approach is unable to retrieve flight plan information or IFR clearances for aircraft requesting an IFR pick up that file from the airports listed above. Therefore, aircraft destined to the north or northwest departing VFR from the LAL area must file an IFR flight plan showing either CGC (Crystal River) or X40 (Inverness) as their departure point in order to receive an IFR pick up. (See map on next page).

Approximately 10 miles south of CGC or X40, monitor first then contact JAX Approach Control at or below 9,500 feet on 120.35 for an IFR pick up. When filing IFR off of either CGC or X40, please enter "**AIRFILE**" or "**IFR PICK UP**" in the remarks. Jacksonville Approach will issue IFR clearances traffic and workload permitting.

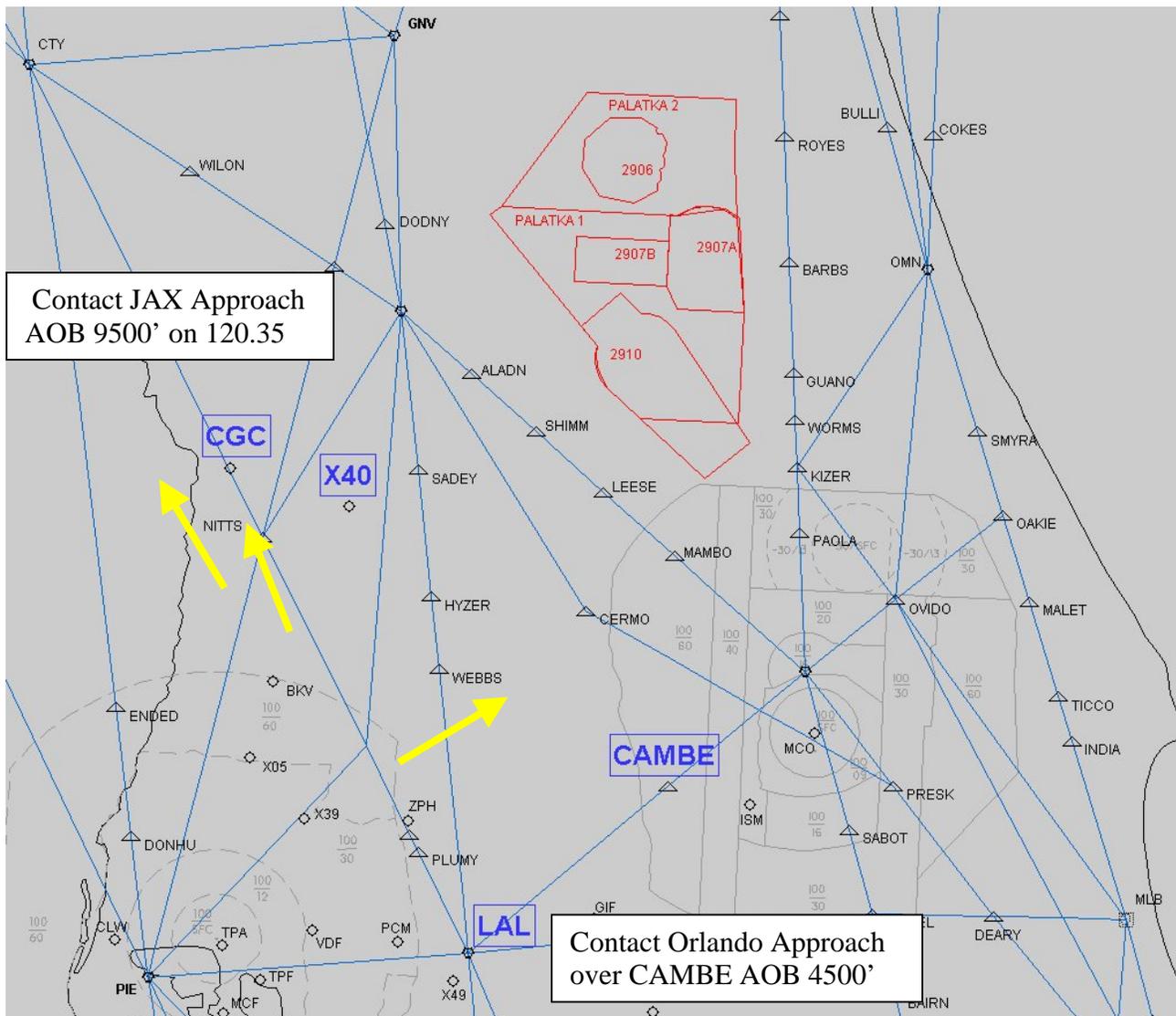
Tampa Approach may not be able to issue an IFR pick up due to heavy traffic volume if you depart VFR off one of the Sun 'N Fun airports listed above.

SAFETY ALERT

When weather at Lakeland or along your route of flight is marginal VFR **it is strongly suggested that you file IFR off your departure airport, and receive your clearance and departure release on the ground. Tampa Approach, Orlando Approach, and Jacksonville Approach may not be able to issue IFR pick up under marginal VFR conditions due to traffic volume and complexity.**

IFR PICK UP (CON'T)

NOT FOR NAVIGATION



Remain Clear of Class B Airspace

FLORIDA FREQUENCIES

LAKELAND ARRIVAL	JACKSONVILLE ARTCC
LAKELAND VOR 116.0	<u>10,500 FEET AND ABOVE</u>
LAKE PARKER ARRIVAL 124.5	TAY AREA 135.75
LAKELAND ARRIVAL ATIS 128.525	CTY AREA 128.05
LAKELAND HELICOPTERS 123.025	OCF AREA 133.325
WARBIRD PARK ADVISORIES 125.025	
LAKELAND FSS 122.05	<u>PLANT CITY AIRPORT</u>
LAKELAND UHF 225.45	PLANT CITY TOWER 127.6
LAKELAND TOWER NORTH 127.95	PLANT CITY UNICOM 123.0
LAKELAND TOWER SOUTH 119.25	CTAF (WHEN TOWER CLSD) 123.0
LAKELAND GRND CONTROL 121.4	
SUN 'N FUN GRND ADVISORY 126.075	

LAKELAND DEPARTURE	MIAMI ARTCC
LAKELAND DEPARTURE ATIS 118.025	S. OF LAL 9000' & BELOW 134.55
LAKELAND GRND CONTROL 121.4	S. OF LAL 10,000' & ABOVE 127.2
SUN'N FUN GRND ADVISORY 126.075	LBV AREA 132.45
RWY 9L/27R DEP. MONITOR 133.225	PBI AREA 124./125.2
RWY 9R/27L DEP. MONITOR 135.35	

TAMPA APPROACH	ORLANDO APPROACH
E. OF TAMPA SFC-4000' 119.9	CAMBE INT. 4500' & BELOW 119.4
E. OF TAMPA 5000'-12,000' 135.5	N. OF ORLANDO 121.1
W. OF TAMPA SFC-4000' 125.3	SE. OF ORLANDO 119.77
W. OF TAMPA 5000'-12,000' 118.8	SW. OF ORLANDO 135.5
SRQ AREA SFC-4000' 119.65	
SRQ AREA 5000'-12,000' 134.25	
TAMPA TOWER 119.5	
CANCEL IFR AFTER LANDING 120.65	

DAYTONA APPROACH	JACKSONVILLE APPROACH
N. OF DAYTONA SFC-3500' 125.8	<u>DEPARTURES</u>
N. OF DAYTONA 4000'-11,000' 118.85	SFC-9500' 120.35
S. OF DAYTONA SFC-3500' 126.55	<u>ARRIVALS</u>
S. OF DAYTONA 4000'-11,000' 127.07	SFC-6000' 121.3
	6500'-10,000 118.17